

Chapter 26

Mid-rise and High-rise Residential Development

(09.28.05 Public Review and Comment Draft)

DEFINITION

- Mid-Rise Housing is typically 50-150 feet tall (approximately 5-12 stories) with a characteristic density of 40-90 dwelling units per net acre (flats), not including common open space.
- High-Rise Housing is typically 150 feet or taller (more than 12 stories) with a characteristic density of 90+ dwelling units per net acre (flats), not including common open space.
- Multi-story units may occur on the perimeter at street level, on podiums, or as penthouse units.
- Only street-level units have separate entries. All other units enter from one or more lobbies serving one or more elevator-and-stair cores.
- Private open space provided for each unit in the form of patios, decks, balconies or rooftops.
- Common open space, except for very small projects, in the form of landscaped decks over parking or rooftops. Green rooftops are strongly encouraged.
- Most multi-story buildings locate the primary vehicular access from the street. In developments with multiple mid- or high-rise buildings, vehicles will access and circulate via driveways, entry drives, parking drives and/or parking courts.
- Pedestrian circulation principally by sidewalks on streets. In developments with multiple high-rises, a separate pedestrian circulation system is provided.
- All resident parking and loading is below grade or, if above grade, separated from the building perimeter by other uses like lobbies, housing and retail.
- Commercial and office uses on the ground floor in buildings located along busy streets are encouraged for both mid- and high-rise developments. Office uses on the second and third floor are generally encouraged for high-rise buildings more than 12 stories tall.
- Mid- and high-rise developments are strongly encouraged to follow green building practices.

INTENT

Mid-rise and high-rise buildings are unique in the impact they have on our environment. From these structures occupants and visitors can enjoy strong visual connections to San Jose's downtown skyline, surrounding hills, and tree-lined residential streets. As pedestrians, mid-rise and high-rise buildings define the public realm. These structures give form to sidewalks, plazas, parks, and paseos that become places to enjoy drinks or meals at sidewalk cafes, shop, and view architecture and public art as well as distant views of the hills. This chapter establishes basic development parameters to achieve

attractive mid- and high-rise housing developments throughout San Jose but primarily in the Greater Downtown Core and Frame areas, Transit-oriented Development Corridors (including Bus Rapid Transit (BRT) Corridors), and BART Station Area Nodes. The intent is to achieve well-integrated, attractive mid- and high-rise residential developments that may also include opportunities for commercial and office uses serving residents of the developments and larger community. Design challenges posed by mid- and high-rise residential developments, particularly those related to street level access and large service functions (garage and loading entries, utility and trash rooms, structural shear walls, etc.) are addressed. These guidelines also strongly encourage pedestrian circulation be designed and developed to provide convenient access to adjacent facilities and uses by implementing wide, attractive, and inviting sidewalks, paseos, and public spaces. By locating mid- and high-rise residential developments in urban and other transit-oriented development areas reliance on automobiles is reduced and easy pedestrian and transit access to jobs, housing, and commercial uses is increased.

LOCATION CRITERIA



Figure 1a. Light-rail and bus transit serve vertically mixed-use development on Second Street at Santa Clara Avenue. Figure 1b. San Jose's Paseo de San Antonio is lined with shops, entertainment and cultural uses. Housing, hotels and offices occupy upper stories. Figure 1c. As at the Fourth Street Garage, high ground-floor retail space with a two-story architectural expression visually buffers upper-story parking from the sidewalk.

Mid- and high-rise development is particularly appropriate in the Greater Downtown Core and Frame Areas, Transit-oriented Development Corridors (including Bus Rapid Transit (BRT) Corridors), and BART Station Area Nodes as described in the General Plan. In these locations, vertical mixed-use projects are strongly encouraged especially adjacent to public transportation stations and stops (see Figure 1a.), on busy streets, along paseos and arcades (see Figure 1b.), and in the first three floors of high-rise residential developments particularly as a visual buffer to podium parking at the base of a high-rise development (see Figure 1c). Adaptive reuse of buildings 50 years old or older (especially the facades) and those listed on the Historic Resource Inventory is strongly encouraged. For sites located within the Greater Downtown Core Area please refer to the Redevelopment Agency's *Downtown Design Guidelines*.

OTHER RESOURCES

For mid- and high-rise developments in the Greater Downtown Core Area refer to the following documents:

- Downtown Design Guidelines
- Downtown Historic Commercial District Guidelines
- Downtown Streetscape Master Plan
- Green Building Guidelines
- Downtown Lighting Master Plan
- Downtown Parking Management Plan
- Downtown Strategy 2000
- Guadalupe River Park and Garden Urban Design Guidelines for Development Adjacent to the Guadalupe River
- City of San Jose Five-Year Implementation Plan 2005-2009
- Strategic Development Plans as applicable

For mid- and high-rise developments in Transit-oriented Development Corridors (including Bus Rapid Transit (BRT) Corridors), and BART Station Area Nodes Area as defined in the General Plan, please refer to the following documents:

- Chapter 5A of these guidelines-Transit Oriented Development
- Green Building Guidelines
- Guadalupe River Park and Garden Urban Design Guidelines for Development Adjacent to the Guadalupe River
- Strategic Development Plans as applicable

CONTEXT

Existing Buildings

New structures built adjacent to or between existing buildings should respond architecturally to the existing built surroundings.

Infill Buildings

New buildings, located within a block designated for rehabilitation or preservation, shall be designed in a character compatible with that of existing buildings.

Green Buildings

Developers are encouraged to apply green building practices (see the Green Building Guidelines) in the planning, design, construction, renovation, operations, and demolition of buildings and to work with the Redevelopment Agency and City Departments to ensure that appropriate green building practices are considered and implemented.

Historic Buildings (Building 50 years old or older)

For sites located Downtown refer to the Downtown Historic Commercial District Guidelines. These Guidelines provide practical guidance for the rehabilitation of the existing historic urban context and for designing compatible new development. Also included are general design guidelines for the following:

- Appropriate treatments and conformance with “The Secretary of the Interior’s Standards for Rehabilitation” for the downtown historic commercial core;
 - A discussion of future building envelope expansion and actions that are appropriate for many types of buildings;
 - Recommendations for stabilization and long-term measures and maintenance of structures; and
 - Design Guidelines for new buildings in historical areas.
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- Please note, Section 20.70.110 of the Zoning Ordinance states that new structures exceeding 150 feet and an FAR of 6:1 which are constructed within one hundred (100) feet of a City Landmark or Contributing Structure in a designated landmark district shall be reviewed by the Historic Landmarks Commission prior to consideration or approval of a development permit for new construction. The comments of the Historic Landmarks Commission shall be included in any development permit staff report subsequently presented to the Executive Director of the Redevelopment Agency, Director of Planning, Planning Commission or City Council.

View Corridors



Figure 2. (Draft) Preserve view corridors to surrounding natural features such as the mountains east of San Jose.

Buildings taller than 50 feet should not block an existing view corridor to the surrounding natural features (the hills) along a public right of way. Encourage the protection and development of view corridors from surrounding areas to the downtown skyline elements and the surrounding natural features.

BUILDING CHARACTER

Building Uses

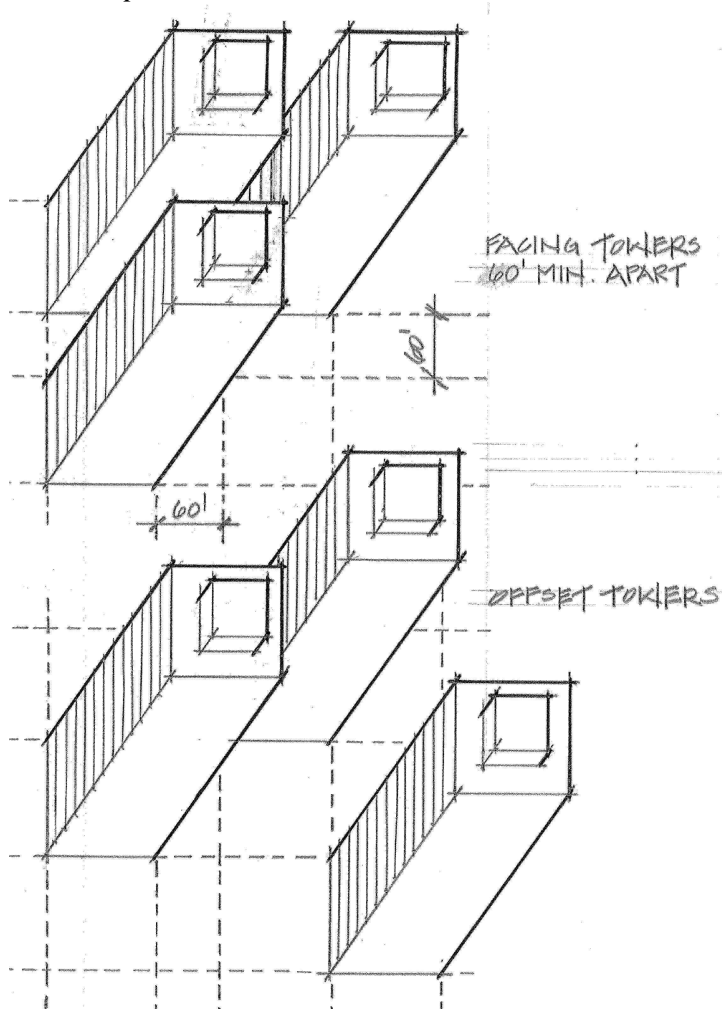
- For mid- and high-rise buildings located within the Downtown Core Area, the ground floor and second level are defined as a minimum of the first thirty-six (36) to forty (40) feet of the building above street level, measured from the highest elevation of the street level to the second finished floor level. The ground level includes: a minimum of the first eighteen (18) to twenty (20) feet of the building above street level, measured from the highest elevation of street level to the first finished floor above the street. The clear height for the ground floor uses should not be less than fifteen (15) feet. In the urban, mixed-use area bounded by the Paseo de San Antonio and by Market, Saint John, and 3rd Streets, the second level of buildings, including parking structures, should be occupied by retail, entertainment, service retail, cultural or other active uses. The second level may also be occupied by office or residential as interim uses; however, the building should be designed to allow for future more active uses. Please refer to the Downtown Design Guidelines for more detail.
- For mid- and high-rise buildings located outside the Downtown Core Area, the ground floor is defined as the first fifteen to twenty feet of the building above street level, measured from the highest elevation the street level to the first finished floor above the street. The clear height (interior height) for ground floor use should not be less than twelve (12) feet.
- The ground level of buildings should be occupied by retail, entertainment, service retail, cultural or other active, high intensity pedestrian uses particularly in the Downtown Core Area and near or adjacent to transportation stations and stops.

Setback and Separations

Setbacks along the perimeter of a project are governed by the guidelines in Chapter 1 "Existing Neighborhoods" and Chapter 5 "Setbacks". In general, high-rises should only be set back the minimum necessary to match the pattern of adjacent development. For sites located in an area governed by specific plans, setbacks should be consistent with the policies identified in the plan.

In general, the building code requires building separations that are adequate for privacy and security. It is usually desirable to step towers back from the building base to avoid tall walls looming over the sidewalk and to mitigate wind and shade impacts. While it is desirable to have at least 60 feet between facing windows, it is more desirable to offset towers to permit and encourage more distant views. For sites within the Greater

Downtown Core Area please refer to the Redevelopment Agency's *San Jose Downtown Streetscape Master Plan*.



Separation between balconies, patios and windows to other buildings: 20 feet
(May be reduced to 10 feet for a landscaped walkway serving as a route from a parking area to a building or unit entrance.)

Orientation

Orient structures such that urban open spaces receive adequate direct sun and filtered daylight and are protected from excessive wind, building glare and shade.

- Exterior building materials should be chosen with consideration of their glare causing potential not only at the street level but also from the view of other neighboring structures.

Figure 3. Offset Towers: Space towers at least 60 feet apart for light, air and privacy. It is preferable to offset towers for added privacy and to provide distant views.

- Within the Downtown Core Area, except for Identity Site buildings (see Downtown Design Guidelines), all massing will be oriented parallel or perpendicular to the street grid.

Height

The tallest buildings should generally be located on the short ends of city blocks and at block corners.

- For buildings taller than 75 feet, to encourage variations in massing and form, the average size of the floor plate for all stories above 75% of the building's total height shall not exceed 85% of the average size of floor plates (exclusive of parking podiums). The total floor area that can thus be developed may be

distributed throughout the entire structure (including as an increase in the height of the structure), provided that the resulting design creates a distinctive silhouette for the portion of the structure. Equipment on the tops of buildings should be enclosed and integrated into the building form.

- For buildings 75 feet or under, roofs are to be emphasized and/or articulated. Pitched and other picturesque roof forms are not required, for example, a strong cornice, overhang and/or variation in the parapet wall height are encouraged. All roof top equipment must be integrated into the building or screened from view. Vents, exhaust fans, and other roof penetrations will be grouped to avoid the appearance of visual clutter.
- Building tops will be designed to accommodate skyline signage proportional to, and integrated in color and material appearance with the architecture.

Massing and Scale (Form and Proportion)

In general, minimize the mass and apparent bulk of high buildings through articulation of the building envelope with offsets, changes of plane, step-backs and other architectural devices.

- Buildings that are over one hundred and fifty (150) feet tall, or more than nine (9) stories in height, should have a discernible treatment that distinguishes the base, middle and top of each building on all facades.
- Within the Downtown Core Area, to visually lighten the appearance of the massing, all building corners at intersections of streets or paseos are to have a transparent corner above the ground floor, with a minimum of 3 feet to either side of the corner, accomplished through windows, balconies, or other device.
- San Jose has strong sun conditions. Use of deep reveals to get shadow lines is encouraged. Use of saturated colors, if colors are desired, are also encouraged and should be evaluate outside on site.
- In general, orient the building entries and open space toward street fronts with the highest pedestrian activity. Strongly encourage locating parking and vehicle access away from pedestrian entries, open space, and street intersections.
- Awnings and sunshade treatments (and if used, arcades) are strongly encouraged to occur at the south and west sides of development in response to solar orientation.
- Roof overhangs and soffits are to be of high quality materials and scaled to the pedestrian below. Please note Department of Public Works policy does not allow for architectural overhangs beyond the property line.

- Residential projects should have balconies and solariums that are a minimum of 4 feet deep and an area of 20 square feet. Balcony walls should be designed to shield objects, such as bicycles and barbeque grills on the balcony from public view.
- Buildings taller than 75 feet must have at least two vertical breaks or reveals greater than 2 feet in depth to divide the bulkiness of the mass.
- Avoid continuous massing longer than 100 feet that is not articulated with shadow relief, projections and recesses. If massing extends beyond this length, it should be made permeable and visibly articulated as several smaller masses using different materials, vertical breaks, such as expressing bay widths, or with other architectural element

Materials

The use of high quality exterior materials on facades and exterior walls of residential buildings gives structures a sense of permanence and sustainability.

- Provision of Specifications, Materials and Color Boards and Mock-ups are an integral part of the design review and approvals process. See the Appendix of the Downtown Design Guidelines for relevant timing for each for projects within the Downtown Core Area.
- Value-added materials, such as stone should be placed at the base of the building, especially at the first floor level. Select materials suitable for a pedestrian urban environment. Impervious materials such as stone, metal or glass should be used on the building exterior. Durability and maintenance should be prime considerations in material selection.
- No Exterior Insulation Finishing Systems (EIFS) below the second floor. If a brick building is proposed, use real brick, so that the durability and detail are maintained.
- Coloration of materials within each development should be compatible.
- Windows are to be as transparent as possible at the base of the building, with preference given to grey low-e glass. The window tint may not exceed the extent where a face is not recognizable 20 feet inside the building. Glass above the ground floor will have a maximum reflectivity of 8% and stay in the cool color ranges (blue green).
- For metal work, factory applied paint is always preferred to painted in field. If factory applied paint is not possible, the powder coat should be factory applied with final coat painted in the field.

- Reused materials are encouraged to lend character to the development.

Façade and Entries

- In the Downtown Core Area, for street wall continuity below 50 feet, 80% of the building facade must be within 2 feet of the property line or building face line established in the Streetscape Master Plan.
- In the Downtown Core Area and for developments that include commercial and office uses at street level, provide 2 feet minimum distance between the face of the concrete structure to the finished building facade at all elevations facing the public realm for greater flexibility for exterior modulations, finish, and signage.

Building Entries



Figure 4. Building entries should be clearly identifiable from the adjacent sidewalk, as in these downtown San Jose apartments and condominiums.

- In the Downtown Core Area, building entries are strongly encouraged to be clearly identifiable by a horizontal projection (such as a canopy) visible from 100 feet along the adjacent sidewalk. This is also encouraged for developments outside the Core Area.

- The main entrance of all buildings will be off the street and not from a parking area.
- In mixed-use developments, retail will occupy the corner, with the entry to the core and upper building toward the mid-block (see Downtown Design Guidelines for development within the Downtown Core Area).
- Within the Downtown Core Area, floor treatments for Building Lobbies are not to extend beyond the property line.

Service Areas

- For developments with a single face toward the street, servicing areas should be separated by a minimum of 25 feet from a front door where frontage size permits.
- For developments with multiple frontages, servicing areas should be on a separate frontage from the front door.
- Utilities, including utility cabinets, should be incorporated into the building within the property line, not located at corners, and not visible to the passerby.
- Generators should be incorporated into the parking levels or rooftops of buildings, and should not detract from ground floor space that can be utilized for active uses.
- Horizontal, through the wall venting to the street below the fourth story will not be allowed in developments that include a commercial component. In housing only developments, horizontal venting will only be allowed if it is integrated with the architectural design and organized in an orderly pattern.
- Ensure that the space demands and access for recyclable containers are accommodated. Trash services are to be either located on the ground floor for collection, or wheeled out to the curb edge.

Sustainability

Developers are strongly encouraged to apply green building practices, including those in the City's Green Building Guidelines. Green building practices should be used in the planning, design, construction, renovation, operations, and demolition of buildings. To ensure appropriate green building practices are considered and implemented, developers are encouraged to work closely with the Redevelopment Agency and City Departments.

Rehabilitation and reuse of existing buildings, another sustainable option, is strongly encouraged. Buildings and portions of blocks that are designated for rehabilitation or preservation shall not be demolished, but rather shall be rehabilitated, respecting their original character, materials and design intent. Storefronts and signage in buildings

undergoing rehabilitation are strongly encouraged to maintain appropriate scale, character and continuity in relation to the original building and other nearby buildings.

Private and Common Open Space

Private open space should be provided at a minimum of 60 square feet per unit with a minimum dimension of 6 feet. Common open space must be provided at a minimum of 100 square feet per unit if 25% of the units do not have private open space.

In general, for sites in 1) highly urbanized areas, 2) proposing development equal to or greater than 50 DU/AC, 3) subject to noise impacts that exceed General Plan noise policies for useable private open space, and 4) no reasonable design that provides useable private open space, then the private open space in some cases may be eliminated for 50% of the units. Developments proposing less than 50 DU/AC in most cases should be able to supply 100% of the required private open space.



Figure 5. Private outdoor space can be integrated into the building design with shaded solariums and patios. (Draft)

- If the noise is primarily road noise, then internal-facing units (in a courtyard) or units facing paseos should have private open space while street-facing units may not if staff determines a designed mitigation is not possible or is inadequate.
- Regardless of density, if the noise is primarily related to aircraft, it may be difficult to provide any private open space consistent with General Plan noise policies. In these cases, staff will determine if, 1) private open space will be provided regardless of noise, 2) no private open space will be provided, or 3) additional common, public or a combination of common and public space will be provided to compensate for no private open space.
- In dense, urban neighborhoods, particularly within the Downtown Core Area, a design that presents a street-facing façade without balconies may be preferable even if the noise environment would not preclude them. Additional common, public or a combination of common and public space should be provided to

compensate for no private open space. Other options such as private solariums fully integrated into the façade and roofscapes are also options.

- Where the Postal Service requires ganged mailboxes, the mail station should be located in a common open space in a prominent location on the principal pedestrian route into and through the development.

Roofscapes and Greenroofs

Roofscapes add to the city skyline, provide views to and views from each building, and in some cases provide private or common open space. The tops of mid- and high-rise buildings are encouraged to be designed to add visual interest to the skyline. Greenroofs, particularly for developments surrounded by taller buildings, can add visual interest while providing common open space and the mitigating stormwater related



- Equipment on the tops of buildings should be enclosed and integrated into the building form and should not be visible from street and highway vantage points. Equipment includes mechanical, electrical, communications, emergency, and other related typologies.
- The tops of tall buildings should be designed to provide visual interest to the form of the downtown and citywide skyline. While each building and complex of buildings should be designed for distinction, every building also should be designed within its context.
- The uppermost floors and the penthouse levels of a building should be designed as part of a building's top. The tops of buildings should be considered from several distances and in different conditions; notably, from near, middle and distant views, and in the day and night. Within the Downtown Core area, near views should be considered from adjacent buildings to a block or two away, middle views from near the perimeter of

Figure 6. Rooftop green space serves as common open space and offers significant environmental benefits. Planters, terraces and other landscape treatments can create intimate and attractive private outdoor space on rooftops in a dense urban setting.

downtown, and distant views from any vantage point that affords a view of buildings in the context of the downtown as a whole. Developments outside the Core should primarily be considered from near and distant views particularly in terms of view corridors.

- In developing mid- and high-rise buildings greenroofs should be considered and are encouraged. Greenroofs can provide private or common open space for residents of the development.

PUBLIC REALM

The public realm is defined by the building-street relationships throughout a city. A strong building-street relationship distinguishes the Downtown Core and other urbanized areas (such as Neighborhood Business Districts and transit corridors and nodes) from single-family residential neighborhoods and suburban development where landscaping plays a more predominant role in shaping the public realm. Building height and mass spatially define public streets and sidewalks, plazas, and other civic places that contribute to an urban identity that supports a diverse mixture of uses, pedestrian activity, and transit ridership. At the street level, pedestrian circulation and building entries, retail/commercial uses, drives and other service uses, and landscaping play key roles in creating a public realm that is attractive to pedestrians and accommodates a variety of uses.

- For development within the Downtown Core Area refer to the Greater Downtown Streetscape Master Plan as the basis for treatment of the public realm.
- Work closely with city staff, particularly in Planning and Public Works early in the designing process to ensure public and private streetscapes meet City guidelines and standards.
- Opportunities for pedestrian circulation around, in, and where appropriate, through a development site are strongly encouraged.
- In certain cases where narrow sidewalks occur, consider setting the building back to create space adjacent to the sidewalk conducive to pedestrian-oriented activities such as vending, sitting, or dining.
- Construction staging should mitigate unnecessary damage and replacement to the public realm, and the location of the utility connections should minimize disruption.
- Provide cover and shade for pedestrians through overhead weather protection elements as necessary.

Street Level Appearance

- Within the Downtown Core Area and other urbanized, high-pedestrian use areas, a minimum zone of 4 feet from the building and a zone of 2 feet within the storefront will be lit by building mounted lighting at levels prescribed by the Downtown Lighting Plan along all public frontages to improve safety and night time appearance of the architecture and streetscape. This lighting is to be designed on a separate switch.
- Operable windows and storefronts are encouraged and where practical and feasible.
- For seismic upgrade projects, ensure that the structural bracing is integrated with and/or invisible to the exterior.

Ground Level Services

Equipment for power, utilities, waste and other building services should be enclosed within the envelope of the building or should be below the grade of surrounding sidewalks and streets. Loading facilities for buildings should be within the envelope of buildings and doors at the street for access to loading areas should be open only for access. If services and loading are not within the building envelope, they should be screened from street level views and should have opaque, operable doors that are open only for access.

Open Space

- For new buildings greater than FAR 6.0, 20% of the site area in, on or around the building should be publicly accessible during the daylight hours of the building such as for retail uses, sidewalk cafes, community rooms, galleries, lobbies, atria, gardens and tops of building podium where applicable.
- Relate the size of open spaces to the scale of surrounding existing or planned development, to the width and scale of adjacent streets and buildings, to the intended activities and events for the space, and to the intended users. For small to medium size plazas a ratio of one to one for the height of buildings to the width of a plaza produces a comfortable scale and definition and is encouraged.
- Use buildings, colonnades and landscaping to define edges and create a sense of three-dimensional containment to urban open spaces and plazas where applicable.
- If the development is adjacent to an open space, the design should accommodate the necessary infrastructure to allow for programmed activities and events, such as electrical supply outlets for temporary equipment and hose bibs for cleaning.

- Design urban open spaces to accommodate the necessary infrastructure to allow for programmed activities and events.
- Encourage pedestrian circulation through and across urban open spaces, and along their edges. Allow for vehicular circulation at urban open spaces that minimally disrupts pedestrian traffic. Particular care should be taken to design safe, and aesthetically pleasing vehicle crossings at vehicular building entrances.
- Public amenities such as street furniture, plantings, lighting, infrastructure and public art are encouraged in urban open spaces and facilitate the opportunity for lively activity through everyday use.
- Urban open spaces shall be oriented for the best solar exposure and wind protection possible. Open spaces should be protected from excessive glare, wind, and shade from adjacent structures.

Landscaping

Within a project, landscaped areas should be provided to separate site elements. Landscaped areas should also be designed to treat stormwater runoff and pesticide use should be minimized or eliminated. Please see the Guidance Manual on Selection of Stormwater Quality Control Measures (or SCVURPPPP C3 Handbook) for further information on stormwater management.

The following minimum dimensions are recommended to separate the following site elements:

Residential building (unit entrance side) from parking areas, carports or parking drives:
10 feet

Residential building (unit entrance side) from drives without parking: 10 feet (1)

Residential building (garage entrance side) from drives: 0 feet (2)

Residential building faces having no entries from parking areas, drives or sidewalks:
10 feet

(1) This 10 feet should remain clear of stairways and patios.

(2) A nine (net) square-foot planter area containing a tree or large shrub located between every two parking stalls or at least every 20 feet should be provided. Due to the small size of these landscape pockets, no utilities or meter boxes should be placed in them.

Walkways or sidewalks between buildings and parking areas, carports and driveways may not be counted as part of the minimum dimension for a landscaped area.

Retail Frontages

- Ground floors must have a minimum of 15 feet clear height in the Downtown Core Area and 12 feet clear height outside of the Core to finished ceiling.
- Horizontal venting to the street below the fourth story is not allowed within the Downtown Core Area.
- At all storefront clear glazing areas, at least 50% minimum area should allow for transparency into the building interior.

Parking

- Refer to Chapter 8 of these guidelines to determine residential parking requirements.
- Vehicular entries into the development are to be located on a clear path and sequence from the drop off area.
- Minimize the visibility of at-grade parking structures or accessory parking garages. It is strongly encouraged to locate them mid-block rather than on major streets.
- Parking structures are encouraged to maintain 18 feet minimum clear heights to accommodate a wide variety of vehicles. Adequate mechanical, electrical and plumbing resources should also be provided.
- The parking portion of a structure should be architecturally compatible with the rest of the building and streetscape.
- Parking visible to the street is strongly encouraged to enhance the street experience, through design elements such as elevators, ground floor retail and active uses.

Entry Drives

The principal vehicular access into a high-rise housing project should be through an entry drive rather than a parking drive. The width and character of an entry drive are governed by guidelines in Chapter 7.

Restricted Parking Zone

Except for porte cocheres and passenger loading, there should not be any on-site parking between a high-rise and property line.

Security Fences And Gates

Security fences and gates are strongly discouraged in any residential project. If extraordinary circumstances warrant security fences they should comply with the guidelines in Chapter 4 "Perimeter Walls and Fences".

Signage

- Building Signage Programs should have hierarchy.
- Within the Downtown Core Area design building tops to accommodate skyline signage (i.e. below the parapet line) proportional to, and compatible in color and material appearance with the architecture.
- At the base of a building, provide a signage band space for horizontal retail tenant signage as appropriate. Signage and important brand identifiers should generally be located 15-18 feet above street level, below the tree line.
- Building numbers are to be illuminated or otherwise clearly visible from the street day and night.

Lighting

Building exteriors should be illuminated to highlight the facades at street level and to accent noteworthy architectural features. The tops of tall structures should be illuminated to emphasize building height and roof form within the context of the City's downtown skyline and view corridors citywide.

Within the Downtown Core Area, lighting of buildings, streets and parks need to consider the limitations and possibilities of restrictions from two institutions that are sensitive to nighttime lighting: The Federal Aviation Administration for aircraft and the San Jose International Airport, and The Lick Observatory for nighttime viewing of the universe through the Observatory's telescopes.

- Parking structure interior and roof deck lighting shall not be visible from street level viewpoints.
- Provide photometrics of building base up to 20 feet, ground plane around building up to 10 feet and building tops.
- Building tops taller than 150 feet are to utilize as much of the maximum 10,800 lumens in principle with the Lick Observatory policies.
- Develop an exterior building lighting package to address street level lighting for the sidewalk and/or outdoor patio.

- A minimum zone of 4 feet from the building and a zone of 2 feet within the storefront will be lit by building mounted lighting and is to be designed on a separate switch.
- Provide separate power switches for interior lighting of active ground floor uses so that these can remain lit after hours, including for retail tenant signage and storefront areas.